

All Comments Compiled from Council's 5x3x10 events - sorted by Topic Area

HCT Issues - BRT or LRT?

- The March ballot measure was difficult to understand.
- Wants ability for citizens to vote on HCT projects because does not want what happened in Clackamas County to happen here. He moved to Tigard because he wanted a suburban lifestyle. Doesn't like high density. Urban development translates to high-priced housing.
- Stated a vote on HCT in Tigard would be a valid option. Referred to County Commissioner Duyck's statements; the citizen attendee did not think the county should have veto power over anything in the City of Tigard. Noted his appreciation for these types of meetings. Added that he did not want a higher crime rate, which is associated with HCT.
- Noted support for HCT. He believes in expansion. Commented on condition of Hall Blvd. (near Oak Street). His car was damaged because of a large pothole.
- In addition sidewalks are needed on much of Hall Blvd There was a brief discussion about the condition of 99W and the efforts to improve the congestion on this highway.
- Dissatisfaction was expressed with bus service because it is so slow to get to a destination. There was discussion about dissatisfaction with subsidies to mass transit. Mayor Cook noted that transit is subsidized in almost all instances across the country.
- Reasons why people use mass transit were noted; i.e., limited parking downtown especially near cultural venues or sports facilities. Some people are not put off by the slower time and use the opportunity to do work or read.
- Some people do not own cars; can't afford them or prefer not to own.
- Some people have no interest in owning cars; yet, want to live in a community like Tigard. Tigard does not have comprehensive bus service now.
- Developers appear to build without thought to transportation to serve the new developments.
- WES ridership has picked up. Problems with limited times of operation for this commuter rail service for people who want to travel later in the day, mid-day or on the weekends. WES has ridership from people who commute from Salem to Portland; they access WES in Wilsonville.
- Voted no because he believes planning for the future is necessary. One thing that concerns him is the perception the HCT will bring crime.
- Discussion followed on whether a high crime rate can be attributed to HCT.
- Density will only get worse.
- Even if Tigard does no more building, there is essentially only one major route through town and people moving farther out will be traveling through causing impacts to people living here.
- Supports planning in that he anticipates more and more people will be traveling 99W. Planning is needed so we don't have a "desert" of traffic.
- Very opposed to light rail. It's a "huge gravy train." Referred to accommodations of bike traffic with lanes devoted to bikers while people in vehicles are slowed down – thinks this is an unbalanced approach.
- Wants to see Tigard remain as it is now. Noted concerns about "big money" behind light rail.
- Noted she thinks there is a trend in that younger people do not necessarily want to own cars. They want to continue to live in a suburban neighborhood and access mass transit.
- Over 50 residents in the bull mountain neighborhoods, most of them did not vote in the March election.
- They didn't vote because they thought that the issue had been settled, and did not understand why they were being asked to vote.
- I discussed the details of what the SW Corridor plan was, (including improvements to local streets, etc.). When asked about their choice between light rail and rapid bus, the preferences were about 50/50, but only two people said that the didn't want rapid transit.
- Is it the WES? What is the bus option? (JS explained that there are lots of ways to handle dedicated right of way with buses.) Is this just one step above an express bus? Why is something other than WES needed?

Why are those connections not working? (JS explained that geographically, demographically, we need to move more people to and from jobs and homes.) Discussion: people who love subways love the WES.

- The ballot measure restricts building high capacity transit without voter approval. The measure is triggered by a broad set of circumstances. The Council wants to know whether you support continuing to plan in the process. Some think a vote is needed to continue with planning

Remind us of the wording. Some recall it was “poorly written,” confusing, with a yes vote meaning no HCT. The group discussed that they would support continuing with investing money in planning even if it took a vote to move a later project forward. The group talked about “the guy on Bond Street” with all the signs on his car. He came door-to-door, gave a dissertation about the measure. He was not ignorant, but implied that without voter approval, LRT might go “right through my yard” and a no vote would allow people no say in how and where HCT would go. What about the fact that we elect our city council and representatives to represent us? (JS said that was why the council was checking on the intent of this vote and even if the intent is unclear, determine what people want.)

- There is some confusion about whether the plan is or is not to put light rail down 99W. What do people know, if anything about this? What is the plan? (JS said that none of the alignments are planned for 99W.) Wish 99W could be 6 lanes but I see that would be impossible. Barbur may well be able to have 6 lanes in Portland but the ROW needs there are different.
- Prefer a bus version of rapid transit because when riding light rail, they never check fares and on the bus they always check your fare.
- Tigard is walkable, bikeable, busable. Where else would you go to find that?
- Prefer BRT near triangle
- In favor of light rail if located off 99
- Kids today don’t have an interest in owning vehicles, are able to get where they want to go with transit and don’t want the expense or headache of owning a car
- TriMax didn’t do an efficient economic study – said they lose \$50,000/month and he’s sat at the signal and seen only six people riding.
- Goes to the downtown post office and a traffic engineer said they could pay taxi fare for everyone to Wilsonville and pay less than what they’re wasting
- 34-210 questioned the capacity needed for light rail.
- Low income housing that looks tacky (used example of N. Interstate glass and steel boxes) – this kind of housing would ruin this town
- Bus mall in downtown Portland in the 1970s made it easier to get to town, in favor of the city studying an efficient bus service
- LRT – as time goes on, we’re never going to see the price of oil go down. One thing we have in abundance is hydroelectric power – the ecological impact of putting more buses on the road isn’t a plus. With light rail, he said he’d love to hop on and ride it all the way to work.
- In favor of any kind of HCT? Depends on placement – down 99W, not in favor of it
- What is BRT? She likes buses that move over to pick up/drop off
- Doesn’t ride transit, prefers walking and driving. But her kids are more integrated with transit
- If HCT comes to Tigard and is helpful, would it take away from 99W resources?
- (MW) BRT would require ROW and acquisition. Councilor asked if residents would move to a city with more accessible transit? Could lose transit & taxpayer user base in Tigard
- Her issue with public transit is that more pet friendly people would ride public transit if they could take their pets
- Example – Oregon Humane Society Doggie Dash: TriMet has hours that dogs allowed on transit to get to the event
- Prefers being a bus and bike rider. Family has a car but they try not to use it unless they have to.
- Since the measure passed, no money can be spent (even planning) for HCT?
- Overall concern for how much money was spent to date on planning for something that may never come (CRC example)

- Planning money is now in the trash
- Don't want to give folks an open ended checkbook
- Not knowing where it was going to go was an issue
- Not knowing the cost was an issue
- Light rail in Clackamas County, the additional crime that it drew to Clackamas Town Center
- What does it bring to our neighborhoods?
- What does it do to our community once it gets here?
- 99% of us think 3 years from now, not 20 years down the road. Someone has got to take this long view, especially in a growing community.
- They like it the way it is
- But complain about traffic
- Like BRT because there is a driver, aka "peace keeper" to avoid crime
- Concern about fixed rail, light rail
- Interested in moving people
- Busses are an option
- A lot of concern about light rail
- Will need to provide bike access and parking
- It was complex measure
- That is why voted against the measure. Council is looking out for us.
- Don't think people understood all of it
- Bull Mountain residents can't vote in Tigard, so were unable to vote on the measure. However, they will be impacted by the decisions that are made here.
- Thinking about the 55,000 people in Tigard
- Went to the city's meeting where only 70 people attended
- Most voices were angry
- Don't believe that BRT is seriously being considered as an option, only LRT
- Tigard will not slow down progress for whole region, right now we are a cog in the wheel
- If you can address concerns i.e. safety, route, mode, cost, etc. people will feel better
 - You will get consensus and that is where people want to get to
 - Transit proximity is important to people on both sides of the age spectrum
- Would you be meeting with the public if the vote had been so close the other way?
- What does the ballot measure actually say Tigard has to do?
- Does the council see any option other than go to a vote?
- Does the region have any experience with BRT?
- Would we need to install new tracks for light rail?
- How does enhanced bus service serve light rail?
- What happened in Portland-Milwaukee Light Rail – did the city have to go to voters for local share?
- Is Sherwood included in the SW Corridor Plan?
- There is a safety perception regarding light rail, people are fearful, would be more acceptable if the safety issue didn't exist. However, voters are not the experts. Let people who know something about it decide. HCT is wrapped into the emotional issue of safety and money.
- The level of outside-of-Tigard influence surprised his wife, how heated the debate was. HCT is a good deal for future people; people want transportation options, think about our kids and our kids' kids, many in the future will use it; many young people would rather go on light rail than drive.
- What's the benefit of HCT over WES?
- Personally don't see the danger or safety issues of MAX. Light rail connects to more quicker and better access than bus, better to airport and sporting events. I don't think about taking the bus but I would take light rail. MAX through NE Portland was difficult, so adjacent secure parking is needed.

- Communication about the ballot measure was really bad – because of doorbelling messages, everyone thought it would come down 99W which brings up a NIMBY issue.
- Back to ballot measure follow up. What was the money source of the “yes” vote? The meaning of a yes vote and no vote was unclear. BRT may be a better choice, easier to communicate about bus traffic and how it can connect with the transportation system and MAX. Concerns about crime in Gresham as it affects MAX seem to overshadow everything else Don't build a barrier where "tracks" divide the city. Elevated alignment can work.
- Attendee said he was pleased the council won't bury their head in the sand, need to plan and continue being part of developing an option. Necessary expense for our kids to create a viable, vital place
- From my perspective as a co-petitioner of vote- Wish we would have gotten a more clear outcome, some of the wording may cause question. Our objective was to give citizens the chance to say yes or no on rail without it being rammed down our throat
- Input opportunities are disingenuous
- Metro meetings are more of a puppet show. Went to a Metro meeting, didn't care about citizen input
- Don't really listen to the people. We said no, and we are still here talking about it
- Because we all will share the costs, we should all get a vote
- Reasons people signed the petition: Some cost - Some crime - Some “It doesn't go to the right places” - Some don't want light rail, some don't want any HCT - This effort does nothing to relieve congestion
- I live in suburbs for a reason - Not looking for an urban experience - multistory housing or rail
- The city will not grow, people will not want to live here
- If you want to ride the train, move to Portland
- Tigard can be affluent, low crime, good schools, etc.
- Houston has no zoning whatsoever and it is a beautiful city – property values are very low and affordable
- We all know that it is light rail - There is a foregone conclusion that light rail is coming
- They were considering 2 lanes down the center of Pacific Highway, or elevated rail
- Portland is a light rail city
- BRT is only the worst case option, it doesn't bring the big federal dollars
 - Big money comes from big projects
- Busses are more flexible than light rail
- Wherever it goes it takes capacity away
- Political manipulation to add BRT
- People don't ride transit - I've never used mass transit
- People don't ride the Hall/Durham Bus
- The bus north of Bonita backs up traffic
- Only 4% offloading in Tigard
- Doesn't address primary circulation – it doesn't go where it needs to go
- Takes too long to get where you need to go
- Make improvements to current system - Spend money on bus pullouts
- Build more rain shelters at bus stops
- There are concerns about cost -Tax payer total is about \$3 billion
- Life of light rail is 30 years; then needs replacing
- That is over 8 million per month
- My experience is from managing a factory, I look at dollars on capital return
- Every time they dig in the ground the cost doubles
- Tunnel from London to England is less expensive
- No one on City Council asked petitioners: What is your input? What do you want? We put a lot of time into gathering signatures
- We can assure you that if light rail goes for a vote, the people will say no.

- People against measure had more money, and slandered our campaign
- I helped John Cook get elected, am now disappointed. He confused people - Stood in front of church with a flyer
- Generation Y Cityscape article: there will still be 20-30 year olds who want a yard, dog, etc.
- If Tigard City Council passes spending \$375,000 for further study of light rail, we will be there with pitchforks and torches
- That is a game changer
- This is out of hand
- Will make national news
- Will hijack neighbors voice in the election
- There should not be a decision to move forward with planning
- If you are going to spend this money, please put it on the ballot
- Let's make it a really clear vote
- What steps is City Council taking to oppose high capacity transit?
- What is your plan to oppose HCT?
- The measure requires the city to oppose HCT as a policy
- Councilor Buehner's measure was just to confuse people
- If Tigard must commit resources to plan we have to vote on that planning. You know the number of hours it may take and money Metro needs. The people should vote on this.
- Would that vote cost the \$60,000 it cost as in the last election?
- If we are not part of the planning process it will happen without us. Tigard cannot stop the need for transit. If we just let the state or Metro do it without us, we will reap what we sow.
- Look at the bigger picture. Government planning did not work when airplanes were developed. The Wright brothers could not get government funding and had to go to the private sector. The airplane funded by the United States government failed to fly. The future of transportation is in cars that drive themselves on a rail system, so Grandma doesn't have to get out and stand at a light rail station and be vulnerable to an attack. The people of Tigard are saying that you should get someone to develop something and sell it to you; then you can sell it to us.
- The only railroad that survived the depression was the one that got no government funding.
- Council is a group of wise people, but they are robbing themselves of the intelligence of the entire city when decisions are made on future mass transit.
- I want to clear the deck of campaign season untruths. It was said that Tigard deliberately selected an election with low turnout and that simply was not the case. Tigard has a small window of opportunity for initiatives (90 days) and it has to be placed on the next election date. The people working on the initiative did not care when the election date was. But I want to remind you that the previous year, when the city put their measure on, the city spent \$53,000 to put it on the ballot for November. There were many vitriolic exchanges during the campaign that should now be "water under the bridge." The city must face that King City passed a similar measure and Tualatin is going to pass one. You would think that the city would take advantage of the upcoming November election and put a simple measure on the ballot to request voter approval of their \$350,000 EIS share.
- There is much evidence that this is entirely about light rail. There have been recent discussions about structures over Bridgeport Village and TriMet has purchased land along Barbur Blvd., identified under the line item of "future Light Rail Station." The people who want the vote are not going to go away and it will only "turn back to nasty" if there is resistance from the city to get an up or down vote and live with the results.
- A result of 51-for and 49-against, with 37 percent voter turnout is meaningless. You don't know what people want. What you are doing is the right process because you don't know anything (from the vote). People were confused.
- The charter was changed; this is not subjective.
- Is the goal to bring light rail to Tigard? Don't we already have light rail?

- Who is on the SW Corridor planning team?
- Make an HOV lane down 99W.
- Is the money being diverted from street maintenance towards this investment?
- Is there any talk about putting in a SW bypass?
- The I-5/99W connector has been obstructed by political might and was delayed in preference to the SW Corridor transit. The connector would be more helpful.
- Light Rail along I-5 cannot possibly reduce traffic on 99W.
- We treat this as if Portland is Mecca. But Tualatin and Dundee are getting big (as destinations).
- Attended a charrette in King City and everyone there was in full agreement that what we need is more time to cross 99W. Yet we heard about bio-swales to cool the rainwater before it gets to the Tualatin. They want trees planted but we will have to take care of them. Do we need federally mandated environmental plans? Doesn't the state have their own regulations?
- Don't put down rails because they are inflexible. Does not trust TriMet management.
- WES did not revitalize downtown Tigard.
- I don't know why we are saying that planning cannot take place.
- You said the planning can be continued. You can plan. Don't you think it is insulting to go back to the voters?
- It is ridiculous that we have to say, "We are against high capacity transit."
- Are you planning to bring light rail into Tigard?
- I want the elected officials to do the voting. We need a plan in place and the existence of such does not require us to act.
- The City of Tigard undertook a planning effort to improve traffic on Highway 217. Tigard and Washington County provided money to the state to improve the flow of traffic. If the city can do this, they can do other planning. The city attorney agreed that Tigard can plan.
- Going to another vote is dangerous. Voters could think that the City of Tigard won't, "Do what we want."
- I wouldn't oppose another vote, but this is why we elect a city council and pay our planners. I have faith in my current council. I prefer that we put information in front of the community to let them know the truth and ask them, "Are you opposed to HCT? Do you want the city to say we are against HCT?" I think the result of that vote would be different.
- Do the planning. Then put the plan and the cost to a vote. Add three words to the letters the city is required to send so they read, "We are against high-capacity transit, without a vote."
- Governments have to take risks. Are we going to have legal issues if we plan? Are our actions defensible? If we go to a vote it shows no confidence in what two mayors and the city attorney said. Why slap the voters if the face with another vote?
- It is time for the elected officials to exercise leadership and do what is right. If Tigard puts a vote on the fall ballot you are saying you don't trust the council and staff.
- Is this part of what was voted on in Clackamas? Are the same people involved? Isn't this showing their true motive?
- Their motives are to stop transit. Let the people of Tigard show them for what they are. Have a clean effort that shows the options and asks what people want the city to do.
- The world is changing. City officials have to pay attention and planning is the cost of doing businesses. If we don't plan we are lobotomizing the city. I understand we get to vote on a plan. But without a plan, it is intellectually vacuous.
- People are getting tired of taxes because they are not getting their money's worth.
- Did the group at the Town Hall say the EIS cost had to go to a vote? If it doesn't will they sue? Did the city attorney say it is defensible to plan?
- Planning is essential but it sounds like there is reluctance on your part. You are the mayor. Step up and push back!

Congestion Relief

- Traffic congestion is terrible on 99W. They see the difference that the GreenburgiMainlHall improvements made. They are all looking forward to the improvements on McDonald/Gaarde intersection. However, congestion, particularly from the King City area to 217 is still really bad.
- Current bus service is totally inadequate and too slow. Tigard needs a solution.
- It would be ridiculous to create a dedicated bus lane on 99W. Having a large station with substantial parking in the triangle would be really helpful. Without any rapid transit to south Tigard, a regular shuttle from near King City to the triangle station (or downtown station) would be critical for success. Bull mountain/Summerfield area residents are constantly complaining about the dearth of bus service. Either residents would need to drive to the triangle and park, or drive to a shuttle near King City (WITH A PARKING STRUCTURE FOR DAYLONG PARKING) to accommodate those drivers. Then there would be a reasonable method for south Tigard residents to use rapid transit.
- Believes that articulated buses could solve the problem
- Can't visit businesses from Durham to 72nd because congestion is so bad. He's retired now and has to go to downtown Portland twice a month for appointments and dreads the drive
- City should turn 72nd into a One Way going south, at 68th change to One Way, the other direction, then pedestrians only have to cross two lanes of traffic instead of 5
- Congestion is terrible – starts at Tualatin and goes thru the city
- Does recent signal modulation help traffic? I haven't noticed. I avoid 99W
- HCT, light rail transit would be great, plus in theory, you can expand it more easily, make it go more places, add tracks, add cars, more than extending streets, such as to Salem. Opportunity for better connections with LRT. Also fossil-fuel wise, for pollution, LRT is better. (JS explained that LRT carries more people than buses – 300 vs 70). One person expressed confusion about why people were opposed to it.
- Favors plans in place years ago that cut off access of the businesses along 99W to reduce hold-ups. Said city should gain right-of-way along 99W for dedicated bus in a 3rd lane
- It's not faster to drive – you have traffic, finding a parking spot, issues that are not a time savings
- Most traffic isn't from Tigard residents, it's everyone else who drives thru the city or works here
- People would take downtown to get around tie-up on 99W
- Traffic along Hall is bumper to bumper and takes away capacity – jams everything and drivers can't get anywhere
- Traffic is number one problem
- Upset when he learned that ODOT would cut off access to coffee shop owned by his friend in Joann's plaza
- Would like light rail that goes all the way to Salem
- Would like to be car-free because city is walkable, busable, bikable
- Yes, we have a problem. Some friends are car-centric and she knows there's got to be an answer to Pacific Hwy.
- Westside Bypass - Only advancement we've seen in last 50 years is Hwy 217
- What we need is a bypass – and we can get it for free (toll road)
- Take out the traffic that doesn't even want to go here
- The needs of the younger generations are truly different
- Part of it is society: we don't address the reasons that crime starts
- Folks will take the path of least resistance to get what they want
- LRT had recent service disruptions during the snow storm
- Bus has more flexibility
- As needs and demographics change you can change the route of a bus
- WES is really nice to ride
- Takes too long, doesn't save me any time

- Would add to my commute
- Most Tigard residents use back roads as a means of transportation. In the Triangle, WalMart will really affect circulation around the city. Some thought there should be limitations to big box. Councilor Woodard asked should council change that, discuss limits? Summerfield - we choose not to go downtown because of parking, 99W is impossible after 2:30 p.m. so we avoid or plan our day around it. For those who work, the commute corridor is important - improve that.
- Citizen's ongoing plea: congestion
- The city has a log of projects on the books that don't make sense:
- 4-5 lanes on Hall Blvd, which will tear up sidewalks
- Busses traveling down people's back yards
- WES isn't widely used and the noise upsets a lot of people
- Sattler and Hall Blvd. is a horrible location for a transit Center
- The City is flat broke. Asked for money for a clock tower.
- We had to raise PGE fees to hire back resources
- What has the city done with the money it has to fix congestion?
- Kenny Asher is now working for the city of Tigard. He helped hijack the vote in Milwaukie
- I'm personally not against transit, but this transit is not a solution to our problem
- Don't want a hub and spoke system
- John Charles should be used as a resource as the city moves forward. Spends a lot of time on public transit. Should have him speak. Cascade Policy Institute 2 minute DVD
- Young people don't drive as much as we do
- Driving has been a status symbol; will that continue to be true? Probably, due to advertising, etc. (Transit systems don't have the resources to invest in advertising)

Economic Development

- When asked about the impact of transportation on bringing business to Tigard, they said of course it is critical. Only the areas around Washington Square and the triangle have reasonable access. Other areas are hard to reach. That discourages businesses to locate nearer to residents.
- Economic Development: do you see a connection between an efficient transportation system and a healthy business community? Yes. But in this economy, people will take jobs anywhere they can get them. More shopping means more consumers. 99W is definitely a barrier. It is too hard to get around. That is already changing with the traffic changes in the Triangle at 72nd and Dartmouth. If you want people to come, make it easier to be there. (JS outlined how the city was taking advantage of the Walmart development to make transportation improvements at those intersections.) When you talk about walkability and biking, maybe find ways to make young people getting around on bikes less vulnerable. As long as walkability includes non-motorized vehicles such as scooters and bicycles, and young people to walk around in groups, which they do, that is good. (JS: what can city departments do to encourage this? Library? Police?) The library is already great – there is a Sesame Donuts and we bike there. Maybe have satellite recreation centers on trails or connect trails to the community center. Have Tai Chi classes at Cook Park.
- Problem with Tigard is that Walmart/big box was snuck in on residents
- Council is considering addressing further big box restrictions- perhaps with siting rules.
- Walmart is in direct competition with Winco, Dave agreed that Winco treats their employees a lot better – many employees are millionaires in pension.
- Triangle is ripe for plaza space – MW explained that city-activated public recreation space activates economic development, explained fitness parcours, looking for public ideas to connect to the rest of Council
- European building trends are similar to what's being discussed for River Terrace
- Neither man in favor of junky looking low income housing that's cheap to build
- In favor of a mix of low and high income housing
- Would like to see that in the triangle so that we can keep jobs and housing here so that people who don't live here don't work here. Imagine the traffic improvements with 8,000 less people driving to the triangle every day. Really like vertical housing as long as it wasn't too tall.
- Bottom floor retail, 2nd floor offices, 3rd floor housing – downtown Vancouver is amazing
- If some version of transit came thru Tigard, would love to use transit as a quick ride to avoid traffic and connect with friends and family for community events.
- Bring services to Tigard that people want
- Don't bring big name stores downtown – could get that anywhere. (Ex. Fisherman's Market is where she goes for big-ticket items because they'd probably be cheaper.)
- Connection between transit & healthy economy? Heck ya! Think of Multnomah Village. Friends live within walking distance, house prices thru the roof because people want to live near those services/activities.
- Visiting the businesses on Multnomah- Traffic crawls thru there, but it doesn't stop anyone from visiting and nobody complains. It's the businesses. You have to have places people want to get to.
- Tigard is doing a lot now
- Trying to deal with 99W
- "Agree the city had come a loooooong way."
- Lived in Bull Mountain for 30 years, been talking to the city for the last 25 about the same things, but the last five years have been different.
- Economic development. You know when you are in the center of LO. Where is the center of Tigard? Need to have stability to support the city, recreation and transportation - they are all interconnected, pretty related, all in synch but have to prioritize; transportation first, then development will happen.
- When I think of Tigard, I don't think of a city, there is no downtown, no center to it, all those roads run through it. I know where Wilsonville is, center of LO, and Burnham and Commercial are good. Conclusion was that Main Street is great, but getting there is hard, because traffic on 99W is awful.
- Tigard does not need the finest version (i.e. Lake Oswego), good is good enough
- I would like to see economic growth

- River Terrace will bring a flow of money to the City of Tigard
- Tigard is on the brink - Low income apartments, brings more problems
- More strain on teachers
 - Low income kids don't get the attention at home
- With more families in poverty, our schools will decline

Downtown:

- What is happening?
- Main Street/Green Street is creating more congestion
- Would like something to bring more people downtown, loves to shop local and supports the farmers market
- Old beer/wine gift shop – what will happen to coffee shop if converts to small restaurant? Would like to see affordable fare with options.
- Likes gift shop and food kiosks – would walk downtown just for something like that.
- Keep businesses simple – likes to sit outside with dogs and people watch, would like music/wi-fi
- Sad to see A-Boy go. Service was close to her home, but not convenient for most people.
- Really would like to see an ice cream shop
- Starbucks. Love to stop with the dogs and take a break.
- Would like to have a downtown that is more inhabitable, but the construction gives her hope.
- Day labor place, drive axle – not a service she would use. Attracts a “different” crowd
- A different quality of businesses downtown would bring life to downtown
- Options – want more things to do downtown than just Max's brew pub
- Need to give people a reason to come downtown – examples: kiosks, voodoo donuts van, Mississippi pizza.
- Tigard has better accessibility and outside traffic circulation but lacks a good downtown
- “If the bike shop was someplace I would go into – right now, I would never go in there because it creeps me out”
- A good example – “look at the liquor store – If we need a bottle of tequila, I will come down here.”
- “Look at this street – its empty! But look at Multnomah at this same time of day – it's packed because they have restaurants (Marco's, O'Conner's, Fat City Burgers) and a book store, a card shop, jewelry store, yarn shop. There are attractive, family-owned businesses that I want to use.
Fishing/tackle shop – this business is fine – this whole section (waves to drive axle, embroidery shop, nail shop, bike shop) can be razed. Looks dirty”
- (MW) explains downtown façade improvement program “Yah, but even if you put a nice façade on those places, it's still not going to do it.”
- When Cross-Fit business came to downtown, thought it was great...then the cigarette business came in next door and (gestures with shrug and hands up “meh”)
- Tigard is a weird mix and not in a good way
- Symposium Coffee - She thinks that's a great fit for downtown.
- Graffiti on Main St. – and they're dealing drugs. Can we get camera in the trail head areas?
(MW) Marc encouraged her to call police non-emergency when graffiti is sighted, be persistent
- Can start to see changes in Downtown Tigard
- City needs a place for music – coming to downtown for farmer's market is great, would love to have year round events and in the downtown, things that draw people to the city.
- Halloween – hugely successful in downtown. Love Trick Or Treat Main Street and if you have events like that, people will come and they won't mind the traffic.
- Talked about destination services & businesses. It's all about destinations.

Walkability, Community Connections

- Walkability and the city's vision, including community connections. What do you think about this? Is this direction the most important one for the city to take? Where do you walk and what do you want to connect to? This vision has a great connection with HCT, including taking cars off the road. Don't like to walk on Bonita now, it is such a busy street. I don't want to walk on 99W – why would I want to do that? Durham, Boones, are “banana bonkers” for trying to walk on them. 81st has no sidewalks, or major gaps, with a few hundred feet of sidewalk and then none. It's not consistent based on who developed the houses, and my kids and I feel safer on the sidewalk. We would walk more places if there were more sidewalks. If you are taking scooters and bikes, it is very important to have sidewalks if you want to have those with kids walk more.
- Interconnection and walkability, where is the center of Tigard that we are talking about? Getting around where? There is not a good sidewalk on Hall to get to the library. And Fanno Creek Trail connection to Library is not very safe. We like biking on the trail, but not walking. From the library to Main St. in Tigard, the trail does not seem very safe – low lighting, creepy people, crazy dip-turns for bikes, it would be much better if there were more hubs along the way. We have businesses and industry here, and our neighborhood cared about what Elmo Studds would become. If it is to be a bouldering gym, could there be a coffee shop and a pool there too? We don't really thing about walking unless there are shortcuts and trails (like Sunriver); there need to be ways to engage people along the way.
- City should look at bike licensing for trail development
- Connectivity solution? Sidewalks, sidewalks
- I read through the SW Corridor Plan -Every little walking trail and street improvements are included
- Kids have to walk on bike lanes and road, city should focus on trails surrounding triangle, developing short cuts to improve connectivity
- City has lots of areas (Twality Elementary) where there are no sidewalks at all. When you can change that, you make Tigard more livable. Dave used to run every day but speeding cars and no sidewalks made it too dangerous. Now he uses treadmill
- City needs to look at new fees – can't rely on a road tax when millennials don't have cars
- Areas around McDonald that are already developed – and don't have sidewalks. Does that mean they never will? City can't go back and make developers from 80s put in sidewalks. MW: city will put resources into the most critical needs
- Look at the Pearl. They live/work/play in the same 10-block radius and they're good with that because all the services they want are there.
- People who want to visit a city park today have to get in their car and drive to a park. His biggest issue with Walmart wasn't that they are building here; it's that they've taken the last big open space that could have been used for a track or gym – public recreation land. So much public opportunity was lost for something that could have been great.
- Look at Cook Park – need something like that closer to the center of the city
- I think I can walk almost anywhere I need to in Tigard. Was excited when H Mart came in, but can't do all my shopping there. It's very specialty. Need an all-purpose store
- Wish Trader Joes was closer – Bonita is a less friendly walk
- Currently drive a 'loop' for groceries –Winco, Costco. Freddy's, New Seasons
- Love BiMart for staples and friendly staff. Easy to walk to.
- Rides her bike more than she walks.
- On her early morning commute, "I'll ride my bike on Pacific Hwy rather than the Fanno Creek Trail system because I don't feel safe (gestures to path in front of them) – see how this shrubbery is blocking the view of what's ahead? People can lurk around over-grown bushes, there's no lighting on most of the trail."
- Afternoon is better because of light.
- Trail 'campers/homeless' are fewer, and she appreciates it.
- Also need a Bike n' Hike shop (like Beaverton's) not a big chain, but a local/Oregon chain with great service. Big Box will just make Tigard generic. We need some unique businesses.

- “Over the last 32 years a lot has changed, but in many ways...not. We still don't have a good gym, basic facilities that draw families – YMCA, Zoom-Care, Bike shop (that's not creepy)”, Sip Divine- with guitar music, small bands, antique/small artists shop, Lake Oswego's specialty salt shop
- Urged Tigard Council to study what cute, successful places have going for them and apply it to Tigard, which has better accessibility and connectivity.
- “How can the city incentivize the ‘icky’ businesses to get out so more desirable businesses can come in?”
- You have to study Multnomah Village, Mississippi Ave., you go to these places and you have options that we lack in Tigard. You don't have to drive, but if you do there's parking in surrounding areas.
- Vancouver's Esther Short Plaza is magnet for activities and music on Sunday's
- City needs a town square of plaza with playground, music and something to draw public together
- Trail improvements – ask Frontier to move and replace creosote smell with something aesthetic. Move industrial out, merchants and services in
- MW asked where we should invest public dollars – both said public partnerships important- can we trade property elsewhere in the city for relocating businesses? Verizon property could be a good investment for public dollars – maybe a shared space?
- Not sure how city government works, but in high school in California, city services shared sites with businesses so that it served both entities. Property trades?
- Logging industry does that all the time. City needs to decide where they want an industry and then searches out the businesses. MW: could be a strategic opportunity.
- City needs a trail that goes all the way around Tigard Triangle, benefits users and connects theater users and home
- Likes North Dakota St near her house, but missing sections of sidewalk make it harder to get around.
- Likes the new sidewalk/trail section by the bike shop
- Dislikes walking on the street (Johnson St.) until she can get back into Fanno Creek trail/parks
- Likes coming downtown in early evenings if stores stayed open a little later, had things to do after eating
- Would love lighting along some of the pathways, near parking lots – Example used was Tualatin Skatepark – lit up bright as day while Cook Park and trails are pitch black for walkers and bike commuters.
- Some walkways/paths are overgrown – would walk areas more when lighting is available or brush is cut back so not as scary
- Encourage better crosswalk service – people don't stop for pedestrians
- Complete Fanno Creek Trail
- Get the power line trail done
- Open trail from Mistletoe to Sunrise Park (paved road under blackberries)
- Sidewalks - make commitment to have sidewalks for the entire length of 99W through the city
- Commitment to install sidewalks on all streets within a few blocks of schools
- Make sure there is sidewalk at all tri-met bus stops
- Would like to see a paved path around the “lake” at one end of Cook Park. Currently can only go ¾ of the way around it. Needs 4th leg from behind CWS to the Tualatin/Durham park entry.
- Vision for Tigard - trails and sidewalks are important - not many ride bikes. Getting to the library is important, missing links on Hall and McDonald for sidewalks, need to hook up trails to walk and bike to Tualatin. Riding on Hall Blvd is not safe. Looking to connect trails. Also we want to connect to Cook Park, Bridgeport, Lower Boones Ferry and sidewalks. The Durham Rd improvement is great. There is a safety problem NB on 99W from Royalty Parkway with bus stops and people who walk across the street. I (resident) would walk to Goodwill or church from my house, but really need to improve safety there. What is the timing for ODOT to improve this?
- The city council allows fishing in Summerlake Park. This has depleted the lake of fish which leads to more mosquitos.
- Pathways create crime. Criminals can use paths to easily leave the area and meld into the population.
- Dead ends are good because they leave no egress for criminals in cars.

- I lived in SE Portland years ago and there was more interaction between neighbors because of the sidewalks. It is different in Tigard because of the lack of sidewalks.
- The city should concentrate more on the older areas of Tigard than on the Tigard Triangle. Build up downtown Tigard instead.
- Uses the trails to go to the library and the post office. Likes not having to ride a bike on the road.
- Would like a trail going all the way to Cook Park.
- I like not having sidewalks. We chose our neighborhood because of the rural feel. Not having sidewalks has not meant fewer interactions with neighbors. We just stand in the street as our road has light car traffic.
- Likes to see rainwater go right into the soil rather than running down concrete sidewalks.
- Sidewalks are OK for new neighborhoods where the streets are built wide enough but adding them to existing streets may cut into people's property too much.
- Be careful when making the downtown community. You may not be able to draw enough people to the downtown. Ask if the investments made will work.
- There are limitations and putting sidewalks everywhere is unaffordable. Concentrate only where there is a lot of traffic, such as Walnut Street or McDonald Street.
- We will not move from a car-oriented society.
- I was not advocating putting sidewalks in everyone's yard. Just put them where they are needed for school and safety reasons.
- Thanks to the City of Tigard for stop signs and speed humps installation on 110th Avenue.
- Is there a plan for bike paths to connect with the Tigard Street Trail?
- This is a nice vision for Tigard.
- Experience from real estate: people want to live where they can walk, bike, take transit
 - This is why the eastside is booming right now

Recreation

- Read that city bought this building (gestures to Ferguson plumbing) – what are we going to do with it? Tear it down? For what? What about putting indoor tennis courts, Concerned about location for track
- Just one recreational opportunity you wish was in Tigard that you don't have now? Water park, splash pad, outdoor opportunity for kids to be in water. Recreational center. Outdoor play station water pad, like Beaverton area by the library or Jameson Park in Portland. Community educational classes for kids like the YMCA or THPRD offers. Portland and Beaverton are expensive. Programs, athletic and educational, like at the SW Community Center. We have nice parks. Smaller, family owned food places, not chains that are the cornerstone of places to meet.
- Tigard needs a sports complex in or near triangle
- Elmo Studds site is becoming a rock climbing facility
- Develop current park space into recreation complex with indoor tennis courts
- City is disjointed – no cohesive feature
- Solar lighting on paths would improve safety, Dave wouldn't want his daughter using the Fanno Creek Trail at dusk, but also doesn't want to see greenery cut down
- Expand police presence to bicycle patrols of Fanno Creek Trail
- Need things for kids to do
- Recreation program for who?
- I'm not a user, but maybe grandkids would like it.
- She likes having activities for kids.
- Do residents have to ask for this or will it get advertised somewhere?
- Likes the idea of city offering activities that encourage residents to get outside
- Could we do an indoor mountain biking facility? Attracts year-round participants
- Liked Family Fest, why can't we do community events like that? She would pay to participate
- Mini-greenways (like behind City Hall) are perfect for easy access and small-group/neighborhood movie showing in the summer
- Love idea of exercise equipment along park trails – even with her dog she could use it
- A mountain bike park! BMX/dirt bike – used to do short-track mountain biking at PIR.
- Shared example at Farmington Road in Beaverton.
- Needs to be bigger than Tigard's skate park – something with trails or a loop. New parkland on Bull Mountain? Trail on the outside for BMX - open trail space site near a playground and make it like a bicycle playground for all ages.
- Always wondered what's stopping Tigard from having a rec program like THPRD
- Recreation – needs include pickle ball, bocce ball. There are lots of onsite recreation opportunities already in Summerfield. Other needs include winter swimming. Pickleball is not a joke - it's a fastest growing sport. What about the scope of recreation. Seems like there are not enough little league or soccer fields, also an area of need. Everyone likes walking trails it stimulates people to move, make Fanno Creek Trail a focus, to encourage more physical activity. Green spaces are important, including for the Triangle. Should we have turf fields at Cook Park? Lacrosse is really big now, THPRD and LO have turf fields and you need multiple fields to have a tournament. This is a big deal for economic development because 34 teams show up and it's good for the local economy.
- Likes the partnerships between the pools and the schools
- She would be happy with anything, as long as options are available.
- I have been involved in developing visions statements in the past. It is hard to keep them under ten paragraphs. You did a good job. This works for me. But does the city need one?
- This is a good statement because it relates to transportation. We need to look at the future and how transit can benefit citizens and businesses. They need transportation choices. Focus on walkability and alternatives to cars. This leads to a better quality of life. People will be healthier.

- A recent trail project included connectivity but the potential is dim because of the city deeded the grassy right of way area to a homeowner in order to avoid liability. Now we do not have a means to get this connection without a legal fight. Some connectivity is difficult because of Tigard's geology.
- Remember that the City of Tigard went to the Supreme Court regarding land takings.
- Where are the public plazas?
- Exchange the word "walkability" with "bike-ability"
- What does this strategic plan do to streets, bike paths and other priorities? Property owners used to be required to take care of their own sidewalks. LID's assigned charges to owners but the business of sidewalks has evolved so now I have to pay for sidewalks again. I live in a subdivision and I paid for my sidewalk. I'm all for more but don't want to pay for miles of new sidewalks.
- Will any of the sidewalk projects in the upcoming year be paid for through LID's?
- There is a problem on 72nd Avenue because large semi-trucks pulling out onto 72nd from Lowe's drive over the sidewalk and curbs, ignoring traffic cones.
- Notice that Hillsboro doesn't have the same problems, and they spend more on activities and parks to serve youth

General Comments

- Has lived in Tigard 32 years
- Walking with Council is a great idea!
- When are we hooking up water to Lake Oswego? Got another boil water notice, wants to distance our use of Portland service
- Portland missed the boat when they didn't license bikes.
- Media Attention – Negative attitudes toward government spending
- The way some of this stuff gets out (CRC and Portland Water example) makes folks think the funds are being misused.
- We elect Council to make these decisions for us
- Trouble is when someone is trying to leave a legacy and ego gets in the way.
- There are no easy decisions here
- City permitting process - Friend on Durham who wants to divide property but the city is requiring that he give the city a bunch of his land
- Heard him tell the story several times
- Don't know the details, but these things get around to other folks
- Tigard must overcome why there is cynicism – from other examples in the region - Examples: Cover Oregon, CRC. People don't like government and bureaucracy – the government doesn't always know best
- Reminiscent of the Bull Mountain Vote - Annexation and Incorporation failed. "It's eventually going to happen folks." The density is coming and we have no other transportation plan
- Concern for how we can work together - How do we meet in the middle? - How are we going to get to some place where we can plan for future generations? If everyone would act in that way, it would be better
- People don't get involved unless their dog is in the fight
- Everyone benefits when the community is involved
- If we can get together we'll get a lot more done
- Clackamas County stats show that calls for crime increased after the light rail line to Clackamas Town Center was installed from 32% to 52%
- Fareless square was a homeless hotel
- Busses don't have same problem
- Gangs are frightening
- Crime will impact property values
- There was the same concern when the freeway system was built
- Gresham and Clackamas County know that they have a problem